

Today's Advertisements.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and Queensland Ports, and taking through cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"AIRLIE,"
Captain Koch, will be despatched for the above ports TO-MORROW, the 15th instant, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 14th June, 1898. [673]

FOR SINGAPORE PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"

Captain J. G. Spence, will be despatched for the above ports on SATURDAY, the 18th instant, at Noon.

For Freight or Passage, apply to DAVID SASSOON, SONS & CO., Agents.

Hongkong, 14th June, 1898. [748]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"MYRMIDON,"

Captain Rorison, will be despatched as above on MONDAY, the 20th instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th June, 1898. [747]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, AND SINGAPORE.

THE Company's Steamship

"KAMAKURA MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before NOON, TO-DAY.

No Fire Insurance has been effected.

All ship-damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

NIPPON YUSEN KAISHA.

Hongkong, 14th June, 1898. [34749]

Intimations.

DAKIN, CRICKSHANK & COMPANY,

VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSIES and Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1897. [30]

MITSUI BUSSAN KAISHA

No. 6, 1st House Street, Praya Central.

Head Office—TOKIO.

Branch Offices—

LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports to JAPAN.

Agents—

Mitsui Bussan Kaisha, Ltd.,

Osaka Marine Insurance Co., Limited,

Mitsui Fire Insurance Co., Limited,

Imperial Government Paper Mills, Japan,

Cotton Clearing and Wkg. Co., Shanghai,

Onoda Cement Company, Japan,

Kanagaki Cotton Spinning Mill, Japan,

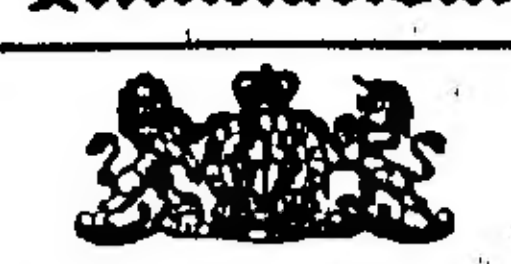
The Mitsui Cotton Spinning Mill, Ltd.,

Tokyo Cotton Spinning Mill, Japan,

Hokkaido Coal Factory,

Hongkong, 14th December 1896

Intimation.



A. S. WATSON & CO., LIMITED.

SOLE AGENTS IN HONGKONG, CHINA

AND MANILA FOR

'NESTOR'

SANITARY FLUID.

DISINFECTANT, GERMICIDE,

ANTISEPTIC AND DEODORISER,

NON-POISONOUS,

NON-CORROSIVE,

DOES NOT STAIN.

OPINION OF A LEADING EXPERT.

'NESTOR' FLUID is a powerful Disinfectant

and Germicide, and is a Deodoriser of

the highest order.

A. B. GRIFFITHS, Ph.D., F.R.S.E.,

Member of the Chemical Societies

of Paris and St. Petersburg;

Bacteriological and Agricultural Expert.

5 gallon drum \$10.00

2 do 4.35

1 do 2.35

Pint tin 0.50

'APENTA.'

The best natural Astringent Water bottled at

Buda Pest under the direct supervision of the

Royal Hungarian Chemical Institute.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

Hongkong, 16th May, 1898.

The Hongkong Telegraph

HONGKONG, TUESDAY, JUNE 14, 1898.

CHEAPER HOUSES.

It is to be hoped that the extension of

our boundary will benefit us in other ways

besides rendering the town, dockyards

and arsenals safe in the event of attack.

One of the greatest drawbacks so far in

the Colony has been the lack of eligible

building sites, both for residences and for

business of various descriptions. This lack

of space has not only made the price of

land inordinately high and caused house

rents to rise in proportion, but has caused

the houses to be crowded together as

much as possible, so that only the favoured

few whose pockets happen to be well lined

can aspire to the possession of a garden.

A great deal of land is wasted at

Kowloon by being occupied by the

Military Authorities for rifle ranges, and

so the residential area of this growing

suburb, which is daily becoming more

and more popular as a place of residence,

has been restricted within certain

narrow limits, with the result that the

houses are now being run up close together

and with little or no garden space. Indeed,

if things are allowed to go on as they have

been doing, in the course of three or four

years Kowloon will no longer be a country

place but will have developed into a

wilderness of bricks and mortar similar to

Hongkong.

Now that the excuse of want to space

can no longer be pleaded we trust that the

Authorities will see their way to remove

the rifle ranges further back and so allow

more room for the expansion of the

European quarter of Kowloon. Even if

the growth of the European quarter

is not considered by the Authorities to

offer a sufficiently good reason for the

removal of the rifle ranges from their

present position, we consider that the

public safety fully warrants the change.

Several persons have been wounded from

time to time in the village of Yau-mai by

stray shots from the ranges, and it is a well

known fact that bullets are frequently picked

up in the gardens at the other side of

the small range of hills at the back of the

butts. No excuse for the non closing of the

present ranges on the plea of their convenient

situation should be allowed to stand in the

way, for half a dozen places, fully as good,

if not better than the present situation can be

found in the new territory, and as the bulk of

the troops now have to be brought from Hongkong

for musketry, the shifting of the ranges will

simply mean a few minutes longer run in a

steam launch.

The land now occupied by the ranges would

be eminently suitable for building purposes, for

it is moderately flat, and there would be little or

none of the expensive earth cutting to prepare

sites that now makes building in Hongkong such

an expensive undertaking. We trust that the

Authorities will see their way to coming to

some arrangement whereby our suggestion

may be brought into effect. High rents

are one of the greatest drawbacks of the Colony, and now that our boundary is about to be greatly extended, it is high time that some steps were taken by means of which fairly cheap houses would not be out of the bounds of possibility.

REUTER'S MESSAGES.

THE SPANISH-AMERICAN WAR.

LONDON, June 12th.

The censorship at present existing has stopped

all news regarding the expedition from Tampa,

and its present whereabouts is unknown. In the

meantime the American warships have seized

and now occupy the outer harbour of Guantanamo.

YELLOW FEVER IN THE GULF.

UNITED STATES.

Nine cases of yellow fever have occurred at

McHenry at mouth of the Mississippi, and grave

fears are entertained of the disease spreading to

the troops collected in the Southern States.

STRIKE TROUBLES IN SOUTH WALES.

A serious ferment exists amongst the striking

miners in South Wales and troops have been

hastily despatched.

THE PLAGUE.

During the 24 hours up to noon, 14th June,

2 new cases and 2 deaths from plague were

reported, making the total since 1st January

(65 days) 1,279 cases and 1,126 deaths.

LOCAL AND GENERAL.

FOR throwing rubbish into the harbour a shore

cooler was to-day fined \$5 or four teen days.

Two shopkeepers were to-day fined \$35 each

for having illegal weights in their possession.

FOR throwing rubbish into the harbour near the

Canton Wharf a junk master was to-day fined

\$10.

Two Chinese stall holders in the Central Market

were to-day fined \$5 each for keeping their stalls

in a dirty condition.

SEVERAL Greek newspapers state that the

United States has offered Greece forty-five

million francs for her entire fleet.

A BATCH of Chinese women appeared at the

Magistrate to-day charged with hanging wet

clothes over the foot path. Fines of \$3 each

were imposed.

THREE diminutive Chinese youths were brought

up at the Magistrate to-day charged with being

rogues and vagabonds. One of them admitted

a previous conviction and was sentenced to

fourteen days' imprisonment and the other two

received five days each.

THE British ship *Imberhorn* which left the

harbour to-day for San Francisco flew a flag at

her peak that is seldom seen about now-a-days.

It was the Marx ensign, which is the emblem of

the ordinary British merchantman's colours save

that in the fly the famed three legs of the Isle of

Man are represented in yellow.

A CHIVAMAW with a very well developed black

eye charged an optician with assault to-day.

Complainant said he gave defendant

no provocation whatever. Defendant said

complainant was a bad man and was fighting with

other men. He did not touch him. A fine of

\$3, in default fourteen days was imposed.

A CHINESE shopkeeper when charged to-day

with obstructing Inspector Duncan in a search

for illegal weights, said he did not know he was

doing wrong and he was a stranger here. Capt.

Hastings said, "Why you know very well that

in your own country if anyone from the Yamen

came to your place you would have your nose

down to the ground, you think you can do as you

like here." A fine of \$15 was imposed.

WE understand that the Postmaster General

has made arrangements with the Hongkong and

Kowloon Wharf and Godown Company for

establishing a Post Office on the ground floor of

their offices at Kowloon. The place is now

having the necessary alterations executed and

the Kowloon Post Office will shortly be an

accomplished fact. The next thing required in

this growing suburb are a Church and a resident

medical man.

DISORDERLY bands who delight to create

trouble in the streets, high-sounding, and

"Socialists" are just now rife. These

characters have of course seized upon the

Commissariat excitement to keep "rebellious" and

said that the Governor a few days ago when on

his way to hold a review of the troops, was

hastily summoned back to quell some riot, their

men were causing. —P. & T. Times.

INSPECTOR Moffat to-day charged James

Edwards and five Chinese boys with selling

intoxicating liquor without a license. Edwards

asked for a remand in order

SWIMMING AT THE V.R.C.

A water polo match has been arranged for tomorrow evening at 8 p.m. between a team from the V.R.C. and a team from H.M.S. *Porpoise*.

The following will represent the V.R.C. Goal Henderson, Backs—Wick and Ross, Forwards—Hall, Back, St. John, Forward J. F. F. Herbert and J. Miller. On Saturday at 5 o'clock p.m. a team race will be held, the following four teams competing:—

A. A. Alves, (Capt.) R. Lapley, (Capt.)
J. Lammer, J. Miller
Jorge, G. C. Hayward
A. Silverthorne, E. Grant Smith
A. S. Alves, C. E. Ellis

A. E. Alves, (Capt.) W. Stopan, (Capt.)
J. Grant Smith, J. Hance
E. Herbert, T. Meek
Rosa Pegaria, J. Muller
R. Henderson, Goncalves

As this we believe, is the first event of the kind to be held in the Colony, it ought to excite a considerable amount of interest. The winning team will receive 5 silver spoons.

The V.R.C. Water Polo Committee met last evening and selected the following members to train for places in the Competition team viz. Messrs. W. A. Stopan, A. E. Alves, A. A. Alves, E. Herbert, T. Meek, R. Henderson, W. Armstrong, F. Lammer, J. Hance and T. Yule.

WHY SPAIN HAS LOST HER COLONY.

Mr. Paul Glines, in an Indo-Chinese contemporary, discloses this question, and finds that the prime cause has lain in an unwise effort to produce administrative assimilation with the mother country instead of developing a system of prudent autonomy. After referring to the war, and a possible settlement, he says:—

But whatever be the solution, durable or otherwise, that may intervene, it is not more useful and more interesting to enquire into the Colonial political system of Spain, into the methods of administration and organization applied by our neighbours to their Colonies, and to see whether there is not something that can contribute to explain why and how Spain has lost her colony two years ago, the greater part of that marvelous empire on which, for two centuries, the sun never set; and to note how to-day she is menaced with the danger of seeing fall from her hands that Pearl of the Antilles whose riches and brilliance conspired her little for the ancient grandeur of America?

A primary and important general statement presents itself, and should especially impress itself upon us. During the rise of the immense Hispano-American empire, and in proportion to the increase and prosperity of these rich colonies, which at the end of the eighteenth century counted nearly twenty millions of inhabitants and whose gold and rich products flowed steadily into Spain, the Spanish mother-country was already seen gradually to decrease both in its own population and in its own prosperity.

But by virtue of the strong impulse given to its work, by the bonds of affection and of interest, a mother country may preserve its supremacy over a colonial dominion stronger and more powerful than its ally, always on one condition. That is that the system of organization and of administration takes account

according to circumstances and the degree of progress realized from the material and intellectual points of view, of the legitimate aspirations of a young and vigorous organism whose growth calls for, even demands, a large share of political and economic liberty.

This principle of Colonial politics is that of autonomy. Altogether otherwise was the system to which Spain and recourse from the earliest times of its American conquests, and whose constant and faithful application she has practised up till now. In the past as in the present the governmental rule followed has been that which is characterized by the idea of the political and administrative assimilation of the colonies to the mother country. And as this idea in appearance so seductive, requires the centralization of all colonial affairs in Europe and the almost entire subordination of the interests of the Colonies to those of the Metropolis, it can be seen that this regime is that which in reality is farthest removed from the idea of autonomy, and which affords the least satisfaction to the need of living and developing without restraint which is inherent in the heart of all healthy and strong colonies.

Up to 1812, the date of the first parliamentary constitution, the Spanish possessions were ruled by viceroys or captains-general who represented the central government, applying as legislation the *Código de Indias* which was based on the same principles as the ancient laws of Castile. Beside the *Código de Indias* there appeared the *Código de Comercio*, one of the principal written monuments of the middle ages, and which required in the distant regions beyond the seas, the same application as in the Peninsula.

This regime lasted up till that of the absolute monarchy. Then came the Constitution of 1812, discussed and promulgated by the Cortes of Cadix, with the co-operation of the Hispano-American colonies. What did the new liberal Constitution do? It appeared to be doing a great and noble thing, promising that the liberties beyond the seas would be assimilated to the Mother-country and administered in the same way, with the guarantee that the regime in a certain degree afforded.

But in 1814 Ferdinand VII. re-established absolute government and withdrew from the Colonies the guarantee which the Parliamentary Constitution of Cadix had exhibited to them, and without dreaming that instead of these constitutional guarantees that had been made to disappear it would have been the very best necessary to substitute a regime of prudent autonomy.

An active discontent was displayed as a result of these measures. Agitated by the new ideas that the French Revolution, following on the example of the United States, had spread abroad, and not finding in the material and moral advantages of autonomy any counterpoise to the need of progress and of activity that dominated them, the powerful Hispano-American colonies rushed towards complete emancipation, towards absolute independence. The insurrectional movement extended from day to day, involving the whole of Spanish America. Victory remained with it, being able to be free only by ceasing to be Spanish and the America, which the Spaniards had discovered, conquered, and possessed without challenge for about three centuries, proclaimed itself free and independent of Spain. Have we not a right to ask whether, if assured of freedom and autonomy, under the banner of Castile, Spanish America would not have hesitated to break the link that attached it to the Mother-country, and that would not have compromised the liberty of her political and economic action?

Such are the results of the policy of assimilation followed by Spain in regard to Spanish America. It is not easy to attribute to an identical cause the events of which Cuba has been the frequent scene, and which have culminated in the intervention of the United States?

NURSES MEMORIAL FUND.

The following subscriptions to the above Fund are acknowledged with thanks. The Hon. Treasurer, Mr. T. Jackson, will be glad to receive further contributions:—

Lane Crawford & Co.	£10
Johnson, Stokes & Master.	10
Col. Eldridge	10
A. Findlay Smith	10
Benjamin, Kelly & Potts.	10
H. N. Mody	10
J. C. Peter	10
W. C. H. H.	10
F. M. B.	10
H. E. Pollock	10
T. Jackson	10
Mrs. Jackson	10
Miss B. M. S. Jackson	10
J. Wheelwright	5
G. P. Lammer	5
J. Kinkaid	5
E. J. Bowden	5
Robert Mitchell	5
Harry Wicking	5
R. T. Wright	5
P. de C. Morris	5
E. D. Sanders	5
C. C. Barlow	5
W. K. Low	5
C. W. May	5
A. H. Chinn	5
R. M. Mehta	5
M. S. S.	5
A. S. S.	5
Capl. Lowder	5
W. E. Clement	5
E. S. Joseph	5
R. D. Vaula	5

\$271

THE LESSON OF THE MANILA FIGHT.

There was no high ground at Cavite from which the water could be commanded. Old ships with inferior armament, and probably inferior ammunition, inefficiently protected by coast batteries, also inefficiently armed, and fought by inexperienced gunners, were, therefore, opposed to a squadron armed with long-range guns of the latest type, and freely manoeuvring in calm waters. The lesson is obvious. Old type armaments, whether afloat or ashore, are quite incapable of effectively opposing modern weapons. The Spanish squadron was unfit to cover any war for purposes of war. The flagship was scarcely equal to our *Activo*, the wooden *Castilla* was hardly a fighting ship. In a defensive action fought with non-smokeless powder in enclosed waters torpedo craft might possibly have found opportunities, and two torpedo-boats, or more probably launches, attempted in vain to reach their opponents. While the fighting of 1st May bears a resemblance on a small scale to that of Navarino of 1827, the American commander acted with the boldness and decision which deserve success. The Spanish entrance to the Bay of Manila, between the fortified islands in under four miles broad, and at a range of 5,000 yards would, during darkness have been a case of hitting ships unhampered by difficulties of navigation. There remained the mines which were reported to have been laid, and for which great moral effect is usually claimed. Whether informed otherwise or not, or by accident, or acting upon the principle of *Carve it, D—n it*, the torpedoes, if laid, were not used. Admiral Dewey took the strong and wise step of completely ignoring the Spanish defence. By taking his squadron into the bay by night and making a direct attack upon the Spanish ships, he showed sailor-like qualities of a high type, and the ease with which the subsequent operation was carried out detracts in no way from his evident merits as a commander. The Spaniards showed devoted gallantry and endurance in hopeless circumstances.—*L. and C. Express.*

SERIOUS REVOLT IN ITALY.

The condition of Italy causes uneasiness among the well-wishers of that country as well as among all those who are concerned of the subtle yet powerful ties which bind up the European nations into one body social and political. The facts are not by any means fully known. There have been a number of riots which have been reported, at first too gaily and at last with stern severity. They began at Bari, and were continued in quick succession at a number of points in the region between the Apennines and the Adriatic till they reached Rimini, whence they followed the old high road toward Milan, with side outbreaks at Ferrara, and Comono. On 6th ult. there was also a serious disturbance at Naples. Many Italian workmen in Switzerland are leaving for Lombardy, and there is in circulation among them a paper bearing the printed inscription: "Set out for Italy! To the Front!" There have also been outbreaks in Venice and in Northern Tuscany, at Leghorn, Pisa, and other points. In fact, the whole of Northern Italy has been placed under martial law, and very numerous arrests, chiefly of Socialists and Anarchists, are being made throughout the country. Rome hitherto has been perfectly quiet, and the Municipality has reduced the price of bread to 35 centimes the kilogramme. The Government has taken all the precautions necessary to maintain order. Great stores of grain have been collected by the Ministry of War through the intermediary of Major Tarditi, who superintends all the buying and the distribution of corn on behalf of the needy Communes.

At Milan a terrible conflict took place. The mob sacked and burnt buildings, and succeeded in getting possession of the chief railway station and preventing the departure of trains. When the troops appeared the rioters threw up barricades, constructed with the furniture taken from adjacent houses, and offered a fierce resistance. At the soldiers advanced they were received with showers of stones, while iron windows and roofs, tiles and articles of furniture were rained down upon them. At an early stage in the day the General commanding the army corps centered at Milan was given full powers. He promptly proclaimed a state of siege, and acted with great energy. Nevertheless, the fighting when suppressed at one point recommenced at another. Artillery had to be employed against the rebels, and it is said that the number of the killed reached 2,000.

Press messages from Italy are now subjected to a very severe censorship and as a result little telegraphic news is received from that country. From other sources, however, reports have come which show that the accounts of the risings in various provinces have by no means been exaggerated. It is feared, indeed, that matters, when full details are given, will prove to be more unfortunate than at first represented. Evidence accumulates that the risings were the result of organization, and it is suggested that the railways are in communication with their central committee in Paris with the object of bringing about a European railway strike.

SPAIN AND AMERICA.

THEIR RELATIVE STRENGTH IN SOLDIERS, SAILORS, MONEY AND POPULATION.

The question of the hour is without doubt the struggle between the United States and Spain. It must be patent to everyone that to carry on war nowadays, successfully or not, the nation in dispute must be quite sure that their coffers are well-filled, and that they can be replenished if necessary at command.

If money makes the mare to go it makes the horse of war gallop, and it may be regarded as a guarantee of good faith—that that nation which has the biggest banking account to its credit stands the most likely chance of winning. Why? Partly on account of the war material market being almost overladen with all sorts of new ideas and inventions in weapons of warfare, these being devised for the purpose, so to speak, of sweeping whole armies of the modern battlefields, and it takes money to buy these awful agents of destruction, unless you want to be annihilated before the fighting has hardly commenced. But war on general grounds is a very expensive matter; hence the following figures relative to the financial and Naval and military position of the United States and Spain will be found of interest for the purposes of comparison.

THE NATIONAL DEBT OF THE COMBATANT COUNTRIES.

According to latest official returns:—

Spain owes	£153,265,771
America owes	£210,981,338

These figures are astonishing, for while Spain has not a fourth of the population of America, nor anything approaching the fabulous wealth of the same nation she is not quite 1/3 million (English money) behind her enemy in her national debt.

Again £700,000 of Spain's debt has been borrowed at various times to work Cuba, so there appears on the surface more than just a shadow of the reason shown by Spain for refusing to part with Cuba except by the force of shot and shell.

ARMIES OF EACH COUNTRY.

The peace army of America stands at 28,000 men and officers.
Spain 124,000 men and officers.

To the credit of Spain 95,550 men and officers.

But in time of war Spain can command 50,000 (with reserves)

United States, at least 1,000,000 (mostly volunteers)

To the credit of United States 500,000 (mostly volunteers)

NAVIES OF EACH COUNTRY.

Latest official returns give the number of vessels as belonging to the regular U.S. Navy as follows:

13 ironclads.
37 corvettes.
25 small vessels.

75 war vessels of all kinds—12,242 men and officers.

SPAIN.

126 war vessels—12,000 men and officers.

You will the clear place to the credit of Spain 51 ships and 9,758 men and officers. These figures do not include vessels temporarily engaged by either nation for war purposes.

RELATIVE COST OF BOTH ARMIES AND NAVIES.

Notwithstanding that Spain stands stronger in point of numerical strength, America's fighting departments run her into an expenditure of £1,600,000 in English money, as against only about £100,000 incurred by Spain.

The difference which is striking enough to make one pause is due in a great measure to the low cost of nearly everything connected with the fighting branches of Spain, while the United States has been spending during the past years vast sums of money in connection with her navy, while the cost of the soldier and sailor is considerably higher than that of the Spaniard, as indeed are most things in the United States. A credit (value about £100,000) will go to Spain nearly 1/2 per cent a dollar in the States.

POPULATION OF EACH COUNTRY.

United States	64,000,000
Spain	18,000,000

To the credit of the United States—46,000,000

LEGAL INTELLIGENCE.

SUPREME COURT.

IN ADMIRALTY JURISDICTION.

June 14th.

"KOWAN" & "KAWANG" COLLISION CASE.

Before their Lordships the Chief Justice, Sir J. W. Cresswell, Kt., C.M.G., and the Puisne Judge, Mr. A. G. W. V. Lieut. Shirling (H.M.S. *Bonaventura*) and Capt. Finch (Galle) were the naval assessors.

Mr. J. J. Francis, Q.C. (instructed by Mr. H. L. Denny) appeared for the *Kawang* and Mr. H. E. Pollock (instructed by Mr. J. Hastings) for the *Kowan*.

Mr. Francis said the propositions of law for which he contended on this appeal were (1st). That the *Kawang* was not to blame in not carrying a stern light. Of course that necessarily involved a question which he learned fifteen yesterday indicated that he intended again, arguing before their Lordships as to whether or not the *Kawang* came within Rule 11 of the current regulations of the Rules for the Prevention of Collisions at sea. The second point was whether the *Kawang* was or was not under any obligation to carry a stern light, it not being required by the regulation. He said there was no case in which a vessel at anchor or moored in a recognized anchorage or mooring place had ever been held to blame for not carrying a light when run into by a vessel under way. The only cases which existed on the subject were cases in which a vessel in the immediate presence of danger of collision had been held to blame for not showing or exhibiting a light or giving some signal by sound or otherwise to intimate to the approaching vessel that there was danger. He understood from the judgment of the Court below that the *Kawang* was to blame for not carrying a stern light under the circumstances and that there was a want of ordinary care and good seamanship not to have carried such a light at the stern. He contended that it had always been held that it was not right for any vessel to carry permanently any fixed light which was not provided for in the regulations. Therefore, he submitted, it was contrary to any recognized law for the *Kawang* to carry such a light. The question was reduced to this:—Whether the *Kawang* ought or ought not in addition to the riding light which she carried in the fore rigging and which gave adequate notice to the Captain of the *Kowan*, by any rule of good seamanship to show a light at the stern, and whether she was under any obligation to carry a light at her stern during the whole period of darkness to indicate to vessels where she was? He submitted it was for her

honor to show some authority or some justification for saying that there was a rule of navigation. Counsel said that there was no case in which such a requirement was laid down. His contention was that considering the position of the *Kawang*, how often she had been there, how few ships passed there, that it was a well-known wharf and that she and her sister boats were well-known to be lying there, she was not required to keep a stern light. After further argument the case was further adjourned.

NOTANDA.

CALENDAR.

JUNE.

Metereological means based on ten years' observations to 1895.

Barometer	29.867
Thermometer	76.2
Humidity	84.0
Rainfall	15.0

TO-DAY.

WEATHER REPORT.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.77	29.67
Thermometer	86	86
Humidity	75	74
Rainfall	0.09	

TO-DAY.

Tuesday, 14th June, 1908.
Chinese—27th of 4th moon of 24th year of Kwong-shi.
Jewish—24th Sivan, 5668.
Mohammedan—23rd Muharram, 1316.
Sun—Rises 5hr. 20min.
Sets 5hr. 10min.
High water—Morning 5hr. 30min.
Afternoon 6hr. 30min.
Low water—Afternoon 11hr. 30min.

ANNIVERSARIES.

1645—Battle of Naseby.
1662—Execution of Sir Henry Vane.
1800—Battle of Marengo.
1828—Russia-Chinese Treaty signed.
1847—Cawnpore besieged.
1895—Inspector Moffat of the Sanitary Department died of plague.
1897—Death of Barnett J. Barnato.

TO-MORROW.

Wednesday, 15th June, 1908.
Chinese—28th of 4th moon of 24th year of Kwong-shi.
Jewish—25th Sivan, 5668.
Mohammedan—24th Muharram, 1316.
Sun—Rises 5hr. 19min.
Sets 5hr. 9min.
High water—Morning 5hr. 20min.
Afternoon 6hr. 30min.
Low water—Afternoon 11hr. 40min.

ANNIVERSARIES.

1215—Magna Charta signed.
1281—Wat Tyler killed.
1866—War declared between Prussia and Italy and Austria.
1867—Hope Dock, Hongkong opened.
1881—Hongkong Telegraph newspaper started.
1888—Empress Frederick died.
1896—Seismic disturbances in Japan 37,490 lives lost.

SHIPPING AND MAIL NEWS.

MAILS DUE:	TO-MORROW.
Tacoma (Colombia)	American (Doric)
French (Nantes)	Canadian (Empress of India)

The Nippon Yusen Kaisha's steamer *Yamashiro Maru* (Australian Line) left Thursday Island for this port yesterday evening, the 13th, and is expected to arrive here on the 24th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.	
Holstein	at Kowloon Dock
Isidoro Pons	" "
Falder	" "
Hermes	" "
Hansa	" "
Solent	" "
Amara	" "

PASSED THE CANAL.

OUTWARD—*Barkley, Emden, Islen, Oceania, Pakline, Rendal, Kwang Ping, 20-23; Gerard C. Tobey, Glyngly, Dromed, 24; Briconshire, Herika, Cawra, Eddle, Lio, Mount Stefan, Samoa, Socatra, Yarrowdale, 25; Maria Valeria, Glata, Balaara, Chikang, Glauca, 26; Chingwa, Nestor, Teucer, Horsh, Hahn, Indrapura, June 31; Bayern, Dromed, Vektor, Queen Mary, Raito, 71; Glissh, Sagan, Arara, 10.*

HONGKONG—Yahan, April 21; Turko, 29; Borneo, May 3; Ophach, 6; Elm Branch, 5; Girde, Dromed, Sunda, 13; Bomalder, 17; Prince Heinrich, 24; Glissh, 27; Salasta, 31; Mandia, Wally, June 3.

CHILDREN starving to death on account of their inability to digest food will find a most successful food remedy in Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites. Very palatable and easily digested. Read the following testimonial:—"I have prescribed Scott's Emulsion in cases of children suffering from wasting and mal-nutrition and can report most favourably of its good effects; it has been in each case taken most readily."—W. PARKINS, M.R.C.S., Medical Superintendent, Buldhig Hospital. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China: Watkins & Co., Hongkong—Ld.

To be Let.

TO LET.

THREE ROOMS on 2nd Floor No. 8, Queen's Road Central, Suitable for Office, Rent Moderate.

Apply to Mr. SUI SANG, On the premises, Hongkong, 7th March, 1908. (247)

TO LET.

COAL GODDOWNS, PRAYA EAST. GODDOWN IN BLUE BUILDINGS. FLOORS IN STAUNTON AND ELGIN STREETS.

"HAYTOR"—Newly erected 5 roomed bungalow at the Peak.

Apply to THE HONGKONG LAND INVESTMENT AGENCY Co., Ltd. Hongkong, 21st May, 1908. (16)

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "VERONA," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From London & Co., ex S.S. *Prinzessular*. From Australia, ex S.S. *Ostana*. From Persian Gulf, ex S.S. *Simla*.

Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 16th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, 10th June, 1908. (1-1-7)

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "SHANGHAI," FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From Italy, ex S.S. *Savio*. From Madras, ex S.S. *Lodiana*.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 19th inst, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, 13th June, 1908. (1-1-7)

"MOGUL LINE" OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SIKH," FROM GLASGOW, LIVERPOOL AND STRAITS.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th instant will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 18th instant, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 18th instant, at 3 P.M.

No Fire Insurance will be effected. Bills of Lading will be countersigned by DODWELL, CARILL & Co., Agents.

Hongkong, 11th June, 1908. (1-1-7)

FROM CALCUTTA, PENANG AND SINGAPORE.

NOTICE TO CONSIGNEES.

THE Steamship "LIGHTNING," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

